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OXC-0868
Copy 1 of 10

9 September 1960

MEMORANDUM FOR : Chief, Administrative Branch, DPD
SUBJECT : OXCART Slippages

1. I was able to have a fairly coherent discussion with Kelly Johnson today during his whirlwind visit to DPD with special reference to the question of pinning down the rumored slippages in the dates for deployment of the first article to the OXCART Area and the date of first flight.

2. Kelly said that for planning purposes we should consider that the deployment of the first article will slip from 28 March 1961 to 28 July 1961. As you see, this is a loss of approximately four months. Taking the 28 July date as firm, Mr. Johnson agreed that we could then plan for the buildup of support personnel from Lockheed at [REDACTED] on or about 15 June 1961. Given this additional date, he felt that another fair planning date would be to look toward the establishment of a C-130 aircraft daily shuttle to and from [REDACTED] of 1 July 1961. 25X1A

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3. The date of first flight of article No. 1 has been slipped from 1 May 1961 to 1 September 1961, which is proportionate to the earlier relationship between 28 March and 1 May. Across the life of the contract, Mr. Johnson anticipated being able to recapture two of the four months presently being sacrificed as a result of technical problems encountered with titanium. He intends to present a revised delivery for all twelve aircraft at the time of the next Suppliers' Meeting scheduled for later this month.

4. Mr. Johnson is aware of the implications of this slippage to our support planning and felt that it was better to bring it up now rather than to have us over-prepare dates which would sooner or later become unrealistic. He is telling Mr. Bissell of this slippage later today. The implications of the loss of this time on DPD must now be reappraised by those support elements most immediately affected; i.e., Personnel, Security, and Materiel. There will undoubtedly be certain apparent financial savings within the current Fiscal Year based upon smaller personnel requirements

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OXC-0868

Page 2

and deferred or stretched out materiel expenditures. I would like to ask that you ask the affected support elements, beginning with Personnel, to restudy the question of an orderly phase-in of personnel to [REDACTED] out West. I have in mind particularly the steps that must be taken to insure that we would not permanently bring on board Air Force of whom no other use can be made in related IFD activities. I see no reason for us to adopt a defeatist attitude about these slippages, since in reality they give us a considerable increment of time in which to better plan for an orderly phase-in at [REDACTED]

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5. Mr. Johnson forecast a slack period between the conclusion of the time of the present radar cross section test on the full scale model and the gradual buildup late next spring for the flight test operation. In his view the level of testing should drop off rapidly around late October or early November so that we can expect a decline in the workload at [REDACTED] after that date which will continue pretty much throughout the winter. Any plans which we may have made for the rapid acquisition of housing in the [REDACTED] area for instance should be administered in accordance with these slippages; we would not expect to put them on ice until late next spring. You may wish to have an informal session with me on this subject at a time which I will ask you to set. I think it would be advisable so that we can make a coordinated effort to properly compensate for these inescapable delays. Let me know your feelings as soon as possible.

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SIGNED

JAMES A. CUNNINGHAM, JR.
Assistant Chief
IFD-DD/P

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